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World Forum for Harmonization of Vehicle Regulations

175th session
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Item 4.8.1 of the provisional agenda
1958 Agreement:
Consideration of draft amendments to existing UN Regulations submitted by GRRF

Proposal for Supplement 15 to the 11 series of amendments to UN Regulation No. 13 (Heavy vehicle braking)

Submitted by the Working Party on Brakes and Running Gear*

The text reproduced below was adopted by the Working Party on Brakes and Running Gear (GRRF) at its eighty-sixth session (ECE/TRANS/WP.29/GRRF/86, para. 14). It is based on Annex III to the report. It is submitted to the World Forum for Harmonization of Vehicle Regulations (WP.29) and to the Administrative Committee AC.1 for consideration at their June 2018 sessions.

* In accordance with the programme of work of the Inland Transport Committee for 2018–2019 (ECE/TRANS/274, para. 123 and ECE/TRANS/2018/21/Add.1, cluster 3.1), the World Forum will develop, harmonize and update UN Regulations in order to enhance the performance of vehicles. The present document is submitted in conformity with that mandate.

GE.18-05147(E)

1805147

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Supplement 15 to the 11 series of amendments to UN Regulation No. 13 (Heavy vehicle braking)

Paragraph 5.2.1.10., amend to read:

"5.2.1.10. The service, secondary and parking braking systems shall act on braking surfaces connected to the wheels through components of adequate strength.

Where braking torque for a particular axle or axles is provided by both a friction braking system and an electrical regenerative braking system of category B, disconnection of the latter source is permitted, providing that the friction braking source remains permanently connected and able to provide the compensation referred to in paragraph 5.2.1.7.2.1.

However in the case of short disconnection transients, incomplete compensation is accepted, but within one second, this compensation shall have attained at least 75 per cent of its final value.

Nevertheless, in all cases the permanently connected friction braking source shall ensure that both the service and secondary braking systems continue to operate with the prescribed degree of effectiveness.

Disconnection of the braking surfaces of the parking braking system shall be permitted only on condition that the disconnection is controlled by the driver from his driving seat or from a remote control device, by a system incapable of being brought into action by a leak.

The remote control device mentioned above shall be part of a system fulfilling the technical requirements of an ACSF of Category A in the 02 series of amendments to UN Regulation No. 79 or later series of amendments."

Paragraph 5.2.1.26.4., amend to read:

"5.2.1.26.4. After the ignition/start switch which controls the electrical energy for the braking equipment has been switched off and/or the key removed, it shall remain possible to apply the parking braking system, whereas releasing shall be prevented.

However, the parking braking system may also be released when this action is part of an operation of a remote control system fulfilling the technical requirements of an ACSF of Category A as specified in the 02 series of amendments to UN Regulation No. 79 or later series of amendments."

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Item 4.8.2 of the provisional agenda
1958 Agreement:
Consideration of draft amendments to existing UN Regulations submitted by GRRF

Proposal for Supplement 1 to the 01 series of amendments to UN Regulation No. 13-H (Brakes of M_1 and N_1 vehicles)

Submitted by the Working Party on Brakes and Running Gear*

The text reproduced below was adopted by the Working Party on Brakes and Running Gear (GRRF) at its eighty-sixth session (ECE/TRANS/WP.29/GRRF/86, para. 14). It is based on Annex III to the report. It is submitted to the World Forum for Harmonization of Vehicle Regulations (WP.29) and to the Administrative Committee AC.1 for consideration at their June 2018 sessions.

* In accordance with the programme of work of the Inland Transport Committee for 2018–2019 (ECE/TRANS/274, para. 123 and ECE/TRANS/2018/21/Add.1, cluster 3.1), the World Forum will develop, harmonize and update UN Regulations in order to enhance the performance of vehicles. The present document is submitted in conformity with that mandate.

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Supplement 1 to the 01 series of amendments to UN Regulation No. 13-H (Brakes of M_1 and N_1 vehicles)

Paragraph 5.2.10., amend to read:

"5.2.10. The service, secondary and parking braking systems shall …

…

Nevertheless, in all cases, the permanently connected friction braking source shall ensure that both the service and secondary braking systems continue to operate with the prescribed degree of effectiveness.

Disconnection of the braking surfaces of the parking braking system shall be permitted only on condition that the disconnection is controlled by the driver from his driving seat or from a remote control device, by a system incapable of being brought into action by a leak.

The remote control device mentioned above shall be part of a system fulfilling the technical requirements of an ACSF of Category A as specified in the 02 series of amendments to UN Regulation No. 79 or later series of amendments."

Paragraph 5.2.19.4. amend to read:

"5.2.19.4. After the ignition/start switch which controls the electrical energy for the braking equipment has been switched off and/or the key removed, it shall remain possible to apply the parking braking system, whereas releasing shall be prevented.

However, the parking braking system may also be released when this action is part of an operation of a remote control system fulfilling the technical requirements of an ACSF of Category A as specified in the 02 series of amendments to UN Regulation No. 79 or later series of amendments."